#### BAILWAY NEWS.

The West Shore's Desperate Struggle for Existence-Earnings of Some of the Central Group Roads.

The Air Line people will soon announce their summer time table.

There is a slight falling off in west-bound passenger receipts, which is attributed to the decrease in emigrant travel.

J. D. Leeds will be bill clerk of the Wabash when L. G. Fellows, the new local agent, assumes the duties of that position.

William McMains, a passenger conductor on the C., H. and I., was dropped yesterday morning. He will be succeeded by Ed Padgen.

The "brokers" hold their annual meeting to-merrow, and it is understood that they will give the general passenger agents orders to hereafter strictly maintain tariff rates.

It is generally conceded that the I., P. and C. will soon be out of the hands of the Wa bash people, but the parties who operate it in arrears about \$300,000 to the I., P. and C., cola, Ill. and there is nothing to indicate that the demands of the bondholders will be met. Probably there is no road passing through Indiana with its affairs in so complicated a condition.

The earnings of several roads comprising what is known as the central group, for the three months ending March 31, have been compiled. Among them is the I., B. and W. which during this period earned \$563,151; Pecris, Decator and Evansville \$176 371. against \$189 238 for the same period in 1884; Evansville and Terse Haute \$161,753 again t \$161,520 last year, showing an increase of \$233: Cincinnati, Indianapolis, St. Louis and Chicago \$596,380, against \$494,154, showing an increase of \$102,226. The earnings of these roads per mile was as follow: I., B. and W., \$1,058; P., D. and E , \$694; E. and T. II , \$1,108; C., I., St. L. and C,\$1,744.

The Pennsylvania people have never taken occasion to deny the published report that negotiations were rending looking to the purchase or lease of the C., H. and D. by that company, and it is still generally believed that there is some foundation for the rumor. The C., H. and D.'s geographical position with reference to the course of trade and to the Pennsylvania Company's system is all that could be desired, for the P., C. and St. L. has for many years felt the need of a direct line of its own between Cincinnati and Chicago and also a Cincinnati extension of the Vandalia. In a word the C., H. and D. would prove of no little value to the Pennsylvania system in many ways. The railway world will learn ere many months have come and gone whether or not there is any truth in the rumor.

There are indications that the West Shore's struggle for existence is becoming desperate. The policy adopted of doing business at a less could succeed only if the means of paying the deficit for a long period should be assured. The preprietors of the West Shore desire to get an income from their investment. They can get one either by carrying property to some one who will give them rental for it, or securities which will yield an income. They complained that the New York Central deprived them of the income their road could otherwise earn by reducing the local freight rates so as to leave no proht on this business. The West Shore then reduced the local passenger rates below cost, as a means of causing great losses to the New York Central. There was no sense in this action unless it was expected that the loses caused by the New York Central would be so great that that company would, rather than en-dure them, make some arrangement which would give the West Shore an income or enable it to earn one. This might be done either by a lease an agreed division of traffic or a sale of the West Shore securities; or, for a time (probably a very short time), by an agreed general advance in rates. The West Shore had the advantage that for every dollar it would lose by low rates the New York Central would lose several dollars. By sinking a million a year it might, perhaps, reduce the profits of the Central three or four millions a year. But the Central had the advantage thatit could lose much more than this and still meet its fixed charges, while the West Shore must borrow money to meet its working expenses. It is for this reason that we said when the West Shore made the cent-a-mile passenger rate that nothing could justify the receivers in such a policy unless theo were sure they could get the money to to pay their deficits for a long period .- Railread Gazette.

## COURT-HOUSE LOCALS.

Arraignment of Prisoners - Damage Suits on Trial-Damage Suit Filed Against a Turnpike.

The County Board will meet on the 21st, to sign the county bonds.

One of the janitors has been taken off the force at the Court-house, and put on as night watchman, in order to turn off the gas, which is generally left burning all night. The County Board thinks the cost of a night watchman can thus be saved.

The suit of Samuel Adams vs. the City is on trial before a jury in Room 3. Adams, who is a colored man, was employed at the East street crossing of Pogue's Run about a year ago. A falling wall broke his leg at the hip. Demand is made for \$10 000.

George Perry, Louis Woods and Asron Walters, charged with petit larceny, and James McBride and Abe McPeak, charged with burglary, were arraigned in the Criminal Court yesterday afternoon, and pleas of not guilty were entered in each case.

The suit of Frances Sweeter vs. the Odd Fellows' Mutual Aid Association is on trial in Room 2 before a jury. The plaintiff sues to recover \$2,500 on a policy issued on the life of her husband. Demand, \$5,000. The defense is that the assessments were not paid

in the suit of David D. Long, guardian of Mollie Fette, vs. William Wallace, administrator of the estate of Anna Meria Fette, decessed, in which the plaintiff last week recovered judgment for \$6,025, the \$25 is to be remitted by the attorney, who only asked in the complaint for \$6,000 judgment.

The damage suit of W. A. Whitehead vs. the I., B, and W. Road, for \$40,000, growing out of personal injuries a year ago in an accident on the road, is on trial by a struck jury in Room 1. Major Gordon is conducting the prosecution, and Major Fairbanks, assisted by Harris & Calkins, is conducting the defense for the road.

Dennis Bryan and Henry Bauer have filed affidavits in the Circuit Court looking to the examination of H. H. Jackson, under oath. touching the ownership of certain personal property supposed to belong to him which is | than good,

located at Shelbyville, Jackson having formerly been the proprietor of the Ray House, in that place. It is alleged that he is believed to have fraudulently transferred the property. Judge Ayres will hear an examination of the matter at 1 o'clock this af-

ternoen. Cyrus McShehey has filed suit against the Allisonville and Fall Creek Gravel Road Company for damages, alleging for cause that on the 29th of April last he came to the city and paid forty cents toll for the round trip at the Allisonville gate. On his return he was stopped at the first gate and compelled to pay a second toll. This did not affect him so much, but on account of the great humiliation and mental anguish caused by the treatment received plaintiff wants \$1,000.

Isabella Wray wants a divorce from John Wray, whom she married in Butler County, Ohio, November 9, 1851. At that time she was the owner of real estate worth \$25,000, which, at her husband's request, she sold, he receiving the proceeds, which have been since that time squandered by him. For five years he has failed to provide for her, and in 1881 he abandoned her. Plaintiff wants the custody of her son Walter, aged will have to expend thousands of dollars in | sixteen years. She lives at 751 North Pennimprovements and repairs. The Wabash is sylvania street and defendant lives at Ar-

# Local Courts.

SUPERIOR COURT. Room No. 1-Hon. N. B. Taylor, Judge.

Jacob S. Hildebrand et a'. vs. Julian W. Hinkley. Suit on account. Taken under advisement. Jacob S. Hildebrand et al. vs. Julian W.

Hinkley et al. Suit on account, Taken under advisement William C. Whitehead vs. the I., B. and W. Railway Company, Damages. On trial

Room 2.-Hon. D. W. Howe, Judge. Jacob Crone vs. Samantha Kelley. Cause Francis Rothrock vs. Henry A. Rothrock.

Suit on note. Jury find for plaintiff for Jenathan Boyd vs. John W. Lowe. Suit on note. Cause dismirsed. Francis Sweeter vs Odd Fellows Mutus! Aid Association. Suit on policy. Oa trial

m 3-Hon. Lewis C. Walker, Judge. Samuel Adams vs. the city of Indianapolis. Damages. On trial by jury.

CRIMINAL COURT. Hon. Pierce Norton, Judge.

State vs. George Perry. Petit larceny. Plea of not guilty. State vs. James McBride and Abs McPeak. Burglary. Plea of not guilty.

State vs. Louis Woods. Patit larceny. Plea of not guilty. State vs. Aaron Walters. Patit larcany. Plea of not guilty. CIRCUIT COURT.

Hon. A. C. Ayres, Judge. W. F. A. Bernhamer, administrator, vs. Anthony F. Resener et al. Possession of real estate. On trial by jury.

Real Estate Transfers. The following deeds were recorded on Monday,

May 11, as reported by Steeg & Bernhamer, abstract compilers, 12 and 15. Thorpe Block. Tele. phone, 1,018: Gilbert M. Brooke and wife to Samuel S.

Rhodes and wife, warranty deed to part of lot S in A. L. Wright's first addition to the city of Indianapolis .... fary E. Gillespie and husband to Sarah J. Slephens, warranty deed to lots 1, 2, 3 ardia, being a subdivision of block 113, also lots 1, 2, 3, and 4, being a subdivi-Mickley, warranty deed to part of the west half of the northeast quarter of section 13, township 15, range 3 east ..... William Weir to Hiram Seibert]quit claim

to lot 5 in outlot 105 of the donation lands of the city of Indianapolis....... 1,000 The Citizens' National Bank to George Hermann, warranty deed to lot 15 in Kappes and Frank's south addition to the city of Indianapolis...... Christian Koch and wife to August Keil, warranty deed to lot 20 in the County Surveyor's subdivision in the city of

ycie W.Gibson, dministratrix, to Harry A Wymond, warranty deed to part of lot 4 in square 8 in the city of Indianahartes F. Robbins et al to George W. Hamilton, warranty deed to lot 2 in Folsam and Hanley's subdivision of the

east part of lot 4 in Johnson's heirs' addition to the city of Indianapolis..... 800 Conveyances, 8: consideration...... \$9,690 00

## THE MOBILE DRILL.

Something About the Contest as Seen by an Indianapolis Lady.

We are permitted to publish the following letter from an Indianapolis lady who is visiting Mobile, Ala. The matter will be found entertaining to the readers of the Sentinel: MOBILE, May 9.

DEAR -: Yours, enclosing Mrs. Bull's letter, received this morning. Would have written earlier were it not that Mrs. Gavier, other ladies and myself have been out to the 'camp" every day. The weather was pretty warm for the contest. It should have been appointed for April. Each company, of course, is inspected by regular army officers before being allowed to drill, Standing in the sun so long and going through the drill proved to be too much for most of the men. The Montgomery Grays and the Houston (Tex.) Guards were the only companies who left the field after the drill with their full number of men. Seven of the Mobile Rifles fainted. Their places were immediately filled and the drill completed. During the Savannah Cadets' drill five fainted. When the Chickseaw Guards came on with their fourcolor bearers and seventeen winning stream. ers hanging from their flags they were greated with a perfect hurricane of applause. They commenced the drill in the most magnificent style, were more than half through, when one man fainted: his place being filled they continued until kneeling to fire, when the Captain fell over, was carried off and the company taken in charge by Captaia Price Williams, of Mobile, but had only made a few moves when four more men fell. These fell so rapidly, one after another, that the remainder of the company were marched off the field and gave up the drill and lost a good many thousand dollars for those who had bet en them. Everything for the drill was very nicely arranged. The camp presented a magnificent spectacle. I have not as yet seen Captain Richardson, of our own Louaves. Companies on arriving march into camp; members are all busy preparing for the contest, few being permitted to leave the ground for any length of time until the grand contest is over. Am sorry the circumstances prevented Governor Gray and family from coming down. Am afraid I will not be able to send anything to the fair. The megnolia's here seem to very imperfect this spring. Shall send some if there will be any worth sending. I earnestly hope the fair will

Young chicks, turned in the garden, will. est up all the bugs and insects; but keep the old fowls out, as they will do more damage

Your affectionate daughter,

prove to be a grand success.

### HOW IT IS DONE.

And How It Is Not Done Where the Truly American Right of Self-Choice Is Permitted.

There has been a good deal said of late about "the fastest trains in the world," and some in interest would have it appear that all the glory in this respect effulgated upon a single road. Indeed, that one line absorbing everything there was in railroad life worth living for, and all the others simply hanging upon a verge of despair as precarious as pitiable. Thus the situation, and because of it from the monopolistic standpoint, the full justification of a doubling of rates and extra charge generally anything but conducive to popular hilarity these days, when not only dollars but nickles count. In accordance with its characteristically American way of doing things, the Baltimore and Opio long since established as an inviolable principle, the system of an entire absence of exacting extras upon any of its trains, limited or otherwise. The B. and O. does not believe in privileged classes, has never been accused of apeing exclusiveness, or in any manner whatever made it appear that there could be good and sufficient grounds for only doing its best in the matter of time and equipment when paid at double rates therefor. It is thoroughly well entisfied to run truly representative American trains, accepting for passage thereon regular tickets at the regular rates and maintaining a time schedule absolutely without parallel. A strong statement in the face of the loud boasts of competing lines of running "the fastest trains in the world," but a comparison of schedules from and to Washington proves it beyond cavil. The Chicago Limited leaving at 10 a. m. reaches destination next morning at 8:55, quicker than any limited upon any other road. The Cincinnati Limited leaving at 3:30 p. m. runs through in the wonderful time of sixteen hours, arriving 7:45 the succeeding morning, four hours ahead of any other limited. The St. Louis Limited is over an hour faster than any other limited to that city, as is also the Pittsburg Limited. East bound from all the cities named, the B. and O. Limited trains are equally advantageously run in every instance, making time unequaled by the limited train service of rival lines, and upon which the practice of making extra charges and doubling rates is as rigidly adhered to as it is not on Pituresque B. and O. The equipment of the latter line is in every way of the finestitrains running through solid and composed of magnificent new Buffet, Family-room, Sleeping, Parlor and Dining cars and elegant day coaches. On all the B. and O. Limited trains passengers go as they please, pay their money and take their choice, and not as upon other roads rusning limited trains, compelled whether or no to take and pay for what may be provided by those who know more what the passenger wants than he does himself.

The Onion Fly.

The onion fly is well known for its depredations. Its natural history can hardly be of as much concern to the farmer as the tried method of its extirpation. Both the natural history of and the remedy for the pest are to be found in the following statement of Miss Ormond, a well-known English entomologist. She says:

"The amount of damage to onion crops from the maggot is frequently so great that for some years I have been experimenting on the subject. I found that the fly (when it could) laid its eggs on some exposed part of the bulb, often almost beneath it, which in common practice the exposed state of the onion bulb allows. On noticing this, about three years ago. I covered a plant up to the neck of the bulbs, and next morning found fly eggs deposited on the onion leaves, and dropped at haphazzard on the groundwhere they perished, and the onions, being saved from attack, did well. The following year I had some part of the crop in rows earthed up with success. The onions were firm and sweet, and though not as thoroughly protected by the rough earthing-up as by my own hand dressing, it answered to some extent, and the onions in many cases were not injured, or grew past attack from being in favorable conditions. This year I had a trench prepared as if for celery, and had the onions sown along the bottom, and as they grew the sides of the trench were filled in on the bulbs. They grew extremely well, notably better than those in the bed alongside, and on raising them to day I find them sound and fine bulbs, very free from any mark of insect injury. I venture to submit the plan of growing to your inspection, as though it | \$1, \$1.75. probably could not be brought to bear in field use, it appears available for garden growth, and especially for cottage gardens. where there is only a small quantity of ground, and where the loss of the little crop is a serious lessening of comfort to the family."

The pain and misery suffered by those who are afflicted with dyspepsia are indescribable. The distress of the body is equalled or surpassed by the confusion and tortures of the mind, thus making its victims suffer double affliction. The relief which is given by Hood's Sarsaparilla has caused thousands to be thankful for this great medicine. It dispels the causes of dyspepsia, and tones up the digestive organs. Try Hood's Sarsapar-

# PUT YOUR HAND

In a vice, turn the screw until the pain is all you can possibly bear, and that's Rheumatism; turn the screw once more, and that's Neuralgia. Such was the definition of these two diseases given his class by a Professor in a medical college, and he added: "Gentlemen, the medical profession knows no certain cure for either." The latter statement is no longer true, for it has

# been proved time and again that

WILL CURE BOTH! C. F. Tilton, Freeport, Ill., Engineer on

C. & N. W. Ry., writes: "Have been troubled with Pheumatism fif-teen years, and have been confined to the house four months at a time. Have used two bottles of ATHLOPHOROS and seem to be entirely cured. I cannot say too much for the medicine." If you cannot get ATHLOPHOROS of your drug-

gist, we will send it express paid, on receipt of regular price—one dollar per bottle. We prefer that you buy it from your druggist, but if he hasn't it, do not be persuaded to try something else, but order at once from us, as directed.

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Ohio and Mississippi,

11 32 pm Cincipnationer 7:00 pm

RAILWAY TIME TABLE. Went into effeet Sunday, May 10, 1885. TRAINS RON BY CENTRAL STANDARD TIME.

Jeffersonville, Madison and Indianapolis, Depart. | Arrive. | Southern Ex.d'y 4:10 am Ind. & M. Mail... 9:45 am Ind. & Chi. Ex...10:45 am Ind. & Chi. Ex...10:45 am Ind. & M. Mail... 3:50 pm N.Y.& N.Fl. Ex... 7:00 pm Louisv. Ac., d'y. 6:45 pm St. L. & C. F. L... 10:45 pm For tickets and full information call at ticket office Penn. Lines, northeast corner Washington and Illinois streets, or Union Depot Ticket Office.

Vandalia Line. Day Express, d'y12:00 am Oin. & L. F. L ... 8:35 pm Terre Caute Ac. 4:00 pm New York Ex. 4:15 pm Pscific Ex., d'y.10:45 pm N. Y. Limited. 5:25 pm Ind & S. Bend ex 7:10 am S. Bend & Ind ex. 10.56 am Ind. & S. Bend ex 5:10 pm S. Bend & Ind ex. 6:42 pm For tickets and full information call at ticket office Penn. Lines, northeast corner Washington and Illinois streets, or Union Depot Ticket Office.

Cincipnati, Indianapons, St. Louis and Chi-CINCINNATI DIVISION. Depart-Cincinnati and Florida Fast Line, daily, s. and c. c ... Cin. and Louisville Mail, p. c ..... 8:45 pm Arrive-Indianapoilis Acc., daily.... Cin. and St. Louis Mail, p. C ...

...11:50 ans Indianapolis Acc.. 4:55 pm Chicago and St. Louis Fast Line, daily, s. and c. c ..... Depart-Chicago and Rock Island Ex..... 7:10 am

Chicago Mail, p. C .... Western Express. 5;10 pm Chicago, Peoria and Burlington Arrive -C. and L. Fast Line, d'y, c. C., S... 3:35 am Lafayette Acc .. Cinn. and Louisville Mail, p. c... 3:30 pm

The time via C., I. St. L. and C. and L. E. and W. Leave Inda'polis 5:00 pm Ar. India'polis 10:40 am Arrive Lafayette 7:25 pm Lv. Lafayette... 8:05 am Arrive Bloom'tn 12:10 am Lv. Bloom'tn 2:55 am For map, time tables, rates of fare, and all information apply at Ticket Office, 186 South Illinois street and Union Depot Ticket Office.

Chicago, St. Lonis and Pittsburg. (PAN-HANDLE AND PENNSYLVANIA LINE.) Depart, New York, Philadelp'a, Washington, Baltimore, Pirtsburg, and
Columbus Express... 4:10 s.m. 11:45 s.m.
Dayton & Columbus Ex
Richmond Accommo-

4:00 p.m. \*\* H 9:40 a.m. New York, Philadelp'a, Washington, Balti-more, Pittsburg. Co-lumbus & Dayton Ex \* H 4:35 p.m. \*\* 10:10 p.m. 

Louisville and Chicago Daily. Daily except Sunday. 8 Sleeping car. For tickets and full information call at ticket office Penn. Lines, northeast corner Washington and Illinois streets, or Union Depot Ticket Office.

Wabash, St. Louis and Pacifite Kallway. Ticket Office, 29 So. Ill. st. or Union Depot Ticket

Indians pous and Vincennes. Ml. & Cairo Ex... 8:15am Vincennes Ac....10:40am Vincennes Ac. ... 4:00pm Ml. & Cairo Ex... 6:30pm For tickets and full information call at ticket office Penn. Lines, northeast corner Washington and Illinois streets, or Union Depot Ticket Office.

Cincinnati, Hamilton and Indianapolis. Cin., Day & Tol... 4:00am Connersv, Acc. ... 8 80am C., D., T. & N.Y... 10:45am Cin., P. & St. L.... 11:50am Connersv. Acc.... 4:25pm Cin. Acc......... 5:00pm C., D., T. & N.Y... 6:35pm Cin., P. & St. L. ...10:40pm Indiana, Bloomington and Western.

Depart. Proma Division, Arrive. Pacific Ex & Mail 8:15am E.&8, Ex.r.r., a dy 3:45am NEW WALL PAPER & SHADE HOUSE K. &T.F. Liner-c 5:65pm Cincin. Spec. r.c..11:00am B&R.I.Ex. d,s,r,c11:10pm Atlantic Ex&M... 4:25pm EASTERN DIVISION. E'nEx.r.c., s 'ld... 4:15am PscificEx.r.c. dly 7:45am For tickets and full information call at the New Ticket Office, No. 138 South Illinois street or at the Union Depot Ticket Office. 8, indicates sleep.

er; r. c., reclining cars. Indianapolis, Decator and Springfield. Mail & Day Ex... 8:50am Mail & Day Ex... 5:33pm Local & Day Ex.. 10:50pm Local & Day Ex.. 3:50am Montezuma Acc. 4:20mm Montezuma Acc. 10:45am Louisville, New Albany and Chicago.

(Chicago Short Line Division.)

Frankfort Acc .... 5:00pm Indianap'lis M'l.. 3:15pm Chicago Ng't E.s.11:20pm Ind. Ng't Ex. d.s. 8:35am C. & M. City M 1..12:45pm Indianapolis Ac.10:00am For tickets and information, call at Union De-pot and 26 South Illinois street. Indianapolis and St. Louis.

Day Express rs... 7:10 am N. Y. & B. Ex.... 3:45 am Paris Express..... 3:50 pm Local Pass ...... 9:50 am B. & St. L. Ex... 6:25 pm Ind'apolis Ex.... 3:00 pm N. Y. & St. L. Ex11:30 pm Day Express..... 6:25 pm For tickets and all information call at city office? No. 2 Bates House Block, Union Depot and Masse. Chusetts Avenue Depot. Cleveland, Columbus, Cincinnati and Indianapolis.

N. Y. & Bo. Ex ... 4:00 am L. NO & St L Ex 6:40 am D. S. & N. Y. Ex. 10:10 am W. Ft. W. & M Ex. 10:45 am And. & Mich Ex.11:15 am B. Har. & A. Ex. 2:20 pm W.Ft. W. & M.Ex 5:55 pm B. Ind. & So Ex. 6:00 pm N. Y. & B. Ex.... 7:15 pm N. Y. & S. L. Ex 11;15 pm BEIGHTWOOD DIVISION ..... 3:30 pm 10:45am. 11:15 am..... 5:55 pm 2:20pm... 7:15 pm etc., call at the Union Ticket Office, Bates House

STATE BAILWAY TIME TABLE. Evansville and Terre Haute Railroad. [Via Vandalia Line.] Lve-Indianapolis 17:15 am P11:55 am 8:00:45 pm Terre Haute.. 10:40 am 8:00 pm 3:20 am Arr-Evansville.... 4:00 pm 7:05 pm 7:10 am Lve-Evansville..... †6:05 am \*P10:30 am \*8 8:15 pm Arr-Terre Haute., 10:00 am 2:17 pm 11:59 pm Indianapolis., 3:30 pm 4:40 pm 8:50 am

corner, Massachusetta Ayenue Depot or at the Union Depot.

Dairy. † Daily except Sunday. P Parlor car. s Sleeping car. Evansville and Terre Haute Railroad. [Via I. and St. L. Railway.] Lve--Indianapolis...|j7:10 am| 11:80 pm Terre Haute., 10:40 am P \$:00 pm s 8:20 am Arr-Evansville.... 4:00 pm 7:05 pm 7:10 am Lve-Evansville.... 16:05 am \*P10:30 am \*8 8:15 pm Arr-Terre Haute.. 10:00 am P 2:17 pm 8 11:59 pm Indianapolis... 8:15 pm 6:25 pm 8:45 am Daily. † Daily except Sunday. PParlor car

Eel River. LEAVE-EAST. Logansport..... 7:30 pm 7:00 am 7:10 pm 1:00 pm Denver I. P. & C. Crossing. 9:00 pm 7:53 am 6:28 pm 11:83 am Columbia City 11:31 ; m 9:45 am 4:48 pm 9:12 am Auburn June. 1:12 pm 10:50 pm 3:25 pm 7:25 am Butler..... 2:00 am 11:30 am 2:45 pm 6:36 am Logansport, Crawfordsv le and South

western-Vandalia Line. 8. m. p. m. 7:00 8:00 dep....Logsnsport....ar 11:30 9:26 8:55 4:55 dep..Colf'x via I. C.& L.ar 8:40 6:50 0:40 6:35 ar.....Indianapolis.....dep 7:00 5:20 9:52 5:45 ar.....Crawfordsville....dep 8:44 8:16 2:05 8:00 ar......Terre Haute......dep 6:40 4:08

Fort Wayne, Cincinnati and Louisville. (Leave Indianapolis via Bee Line.) ROUTHWARD.

11:15| 6:00 pm||Ar, Ind'napolis Lv. ||4:00|10:10 am 9:28 3:57 pm " ... Mancie ... " 6:00 1:15 pm 7:41 12:58 pm " ... Hartford ... " 6:87 2:00 pm 6:50 12:03 pm " ... Bluffton ... " 7:30 2:58 pm 5:50 11:00 am Lv. Fort Wayne Ar 8:80 4:00 pm Direct connection at Fort Wayne with L. S. and M. S. trains for all points north and east. Cincinnati, Wabash and Michigan, via Bee

Ind & Gr R Ex... 4:15 am | Wab & Ind Ex....11:05 am Mich & So B Ex.11:00 am Cin & Ind Ex.... 2:30 pm Wabash Ex...... 6:10 pm Ind & St L Ex....11:10 pm Wabash Bailway.

From Lafayette Junction, connecting with L. O. EXPIRE SMithmus passed 2:40 Mp | 8:05 Mp | 1:00 PM